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Mike Petty shared a link.  
Adeline · March 8 at 10:21 AM

Fenland history of Facebook's 2,000th Friend

Fenland History on Facebook has flourished since its launch on 19th September 1998

Created by Mike Petty it's a place where people can share and seek information about the Cambridgeshire fens, past and present. It also covers Cambridge and the rest of Cambridgeshire - not just the fascinating flat black bit... See More

ARCHIVE 1998  
Mike's Online Resources : Mike Petty : Free Download, Borrow, and Streaming : Internet Archive

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DESCRIPTION [Edit](#)

Fenland History on Facebook is a place where people can share an... See More

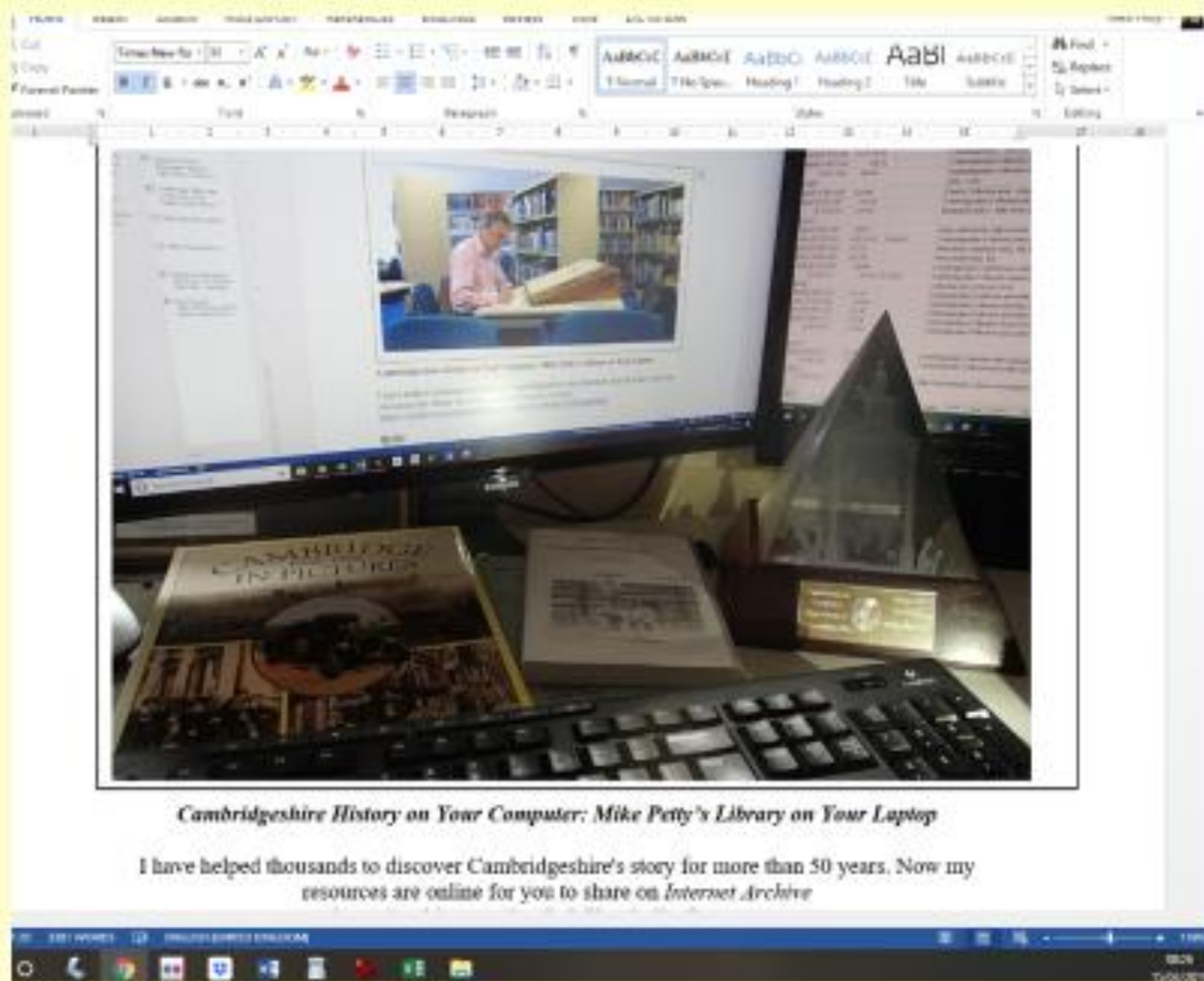
LOCATION [Edit](#)

City, Cambridgeshire, United Kingdom

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## ***Fenland History on Facebook***

Seek and share history of CAMBRIDGE and its COUNTY – not just the flat, black bit



*Cambridgeshire History on Your Computer: Mike Petty's Library on Your Laptop*

I have helped thousands to discover Cambridgeshire's story for more than 50 years. Now my resources are online for you to share on *Internet Archive*

[bit.ly/MikePetty13a](http://bit.ly/MikePetty13a) – *Mike's writings, cuttings & pictures on your computer*

# Reflections on the Ouse from Littleport to Denver

*A Talk  
(without  
words)*

Pictures for a  
Presentation

By

Mike Petty

Nov. 2019

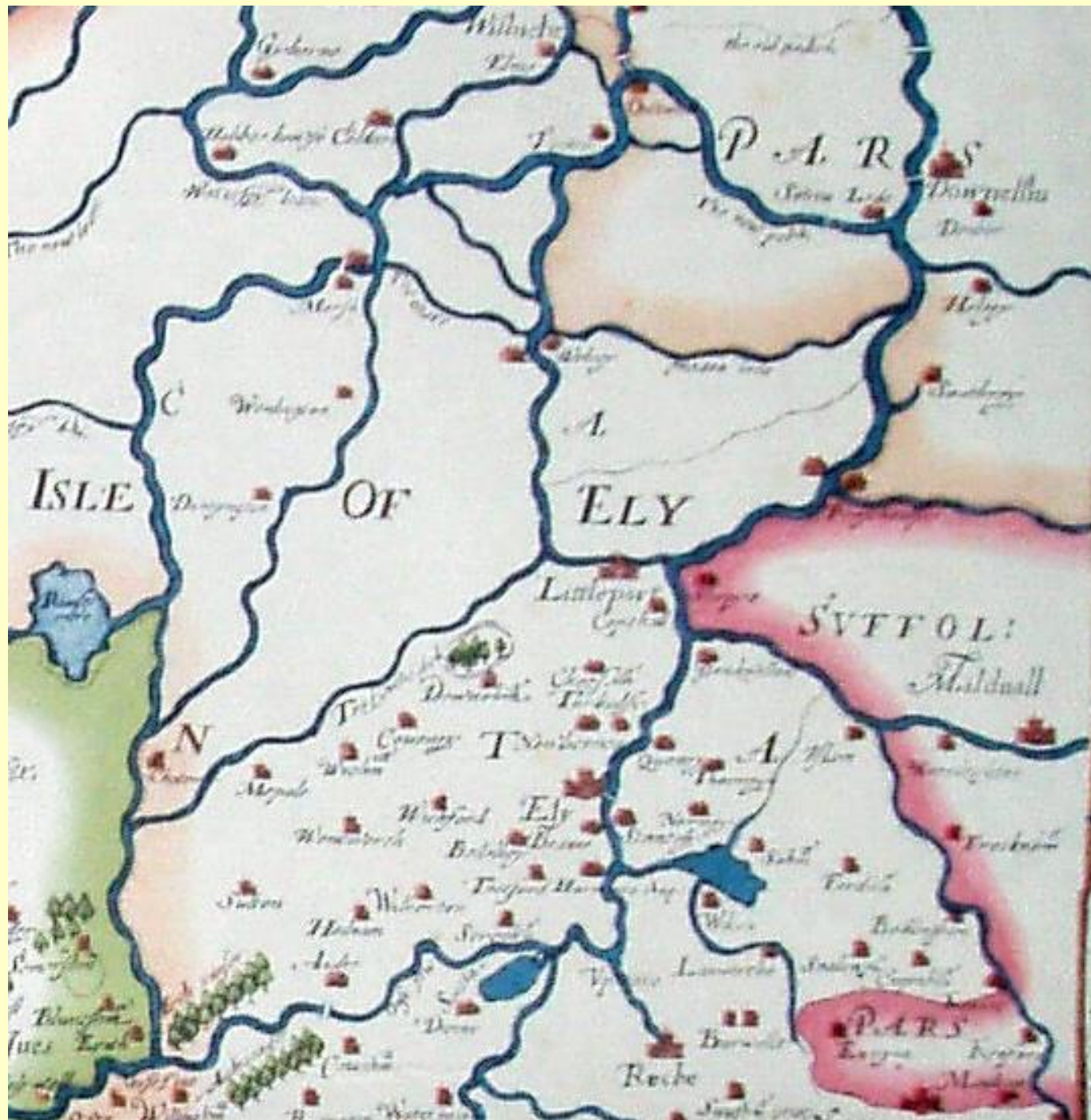


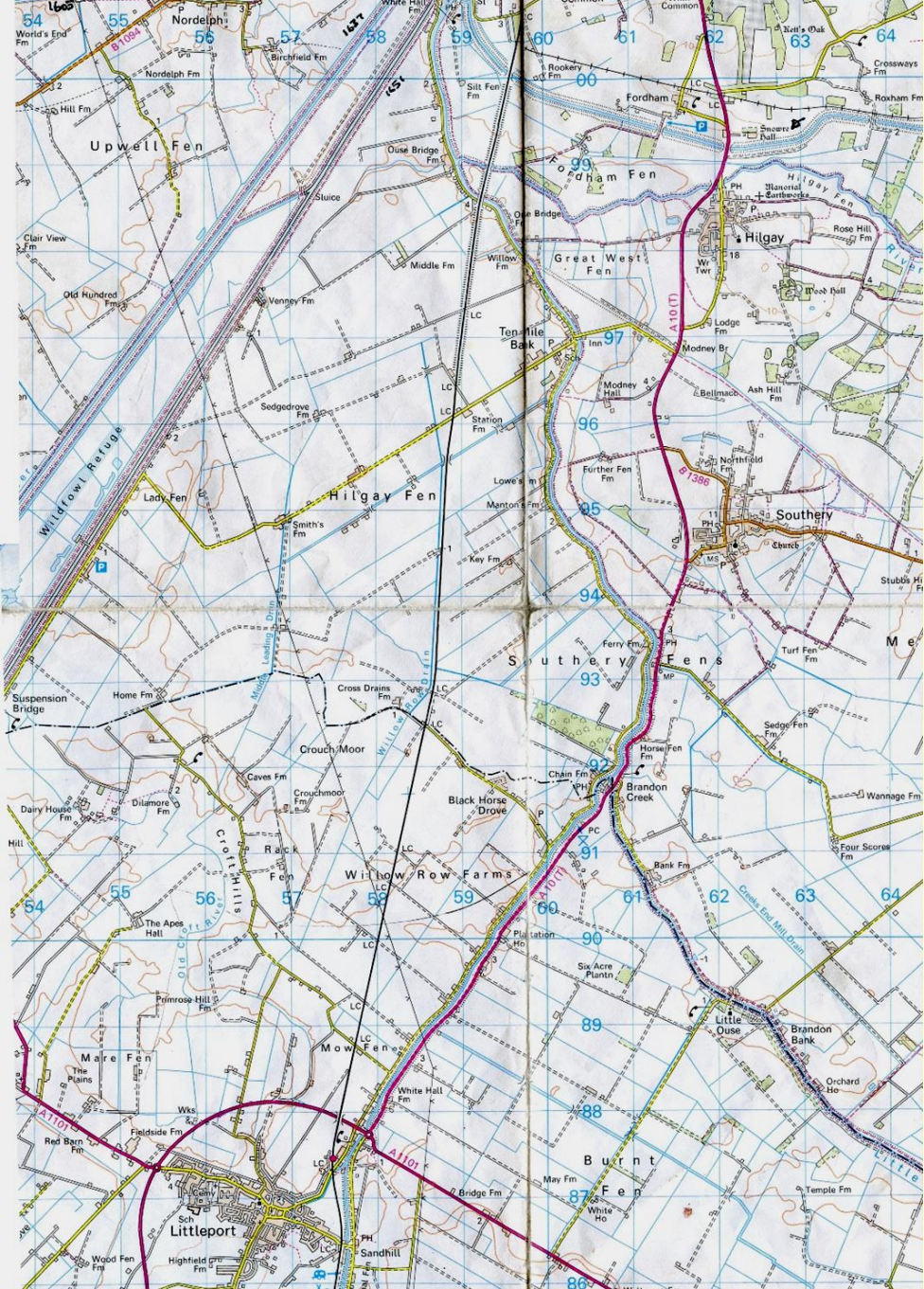
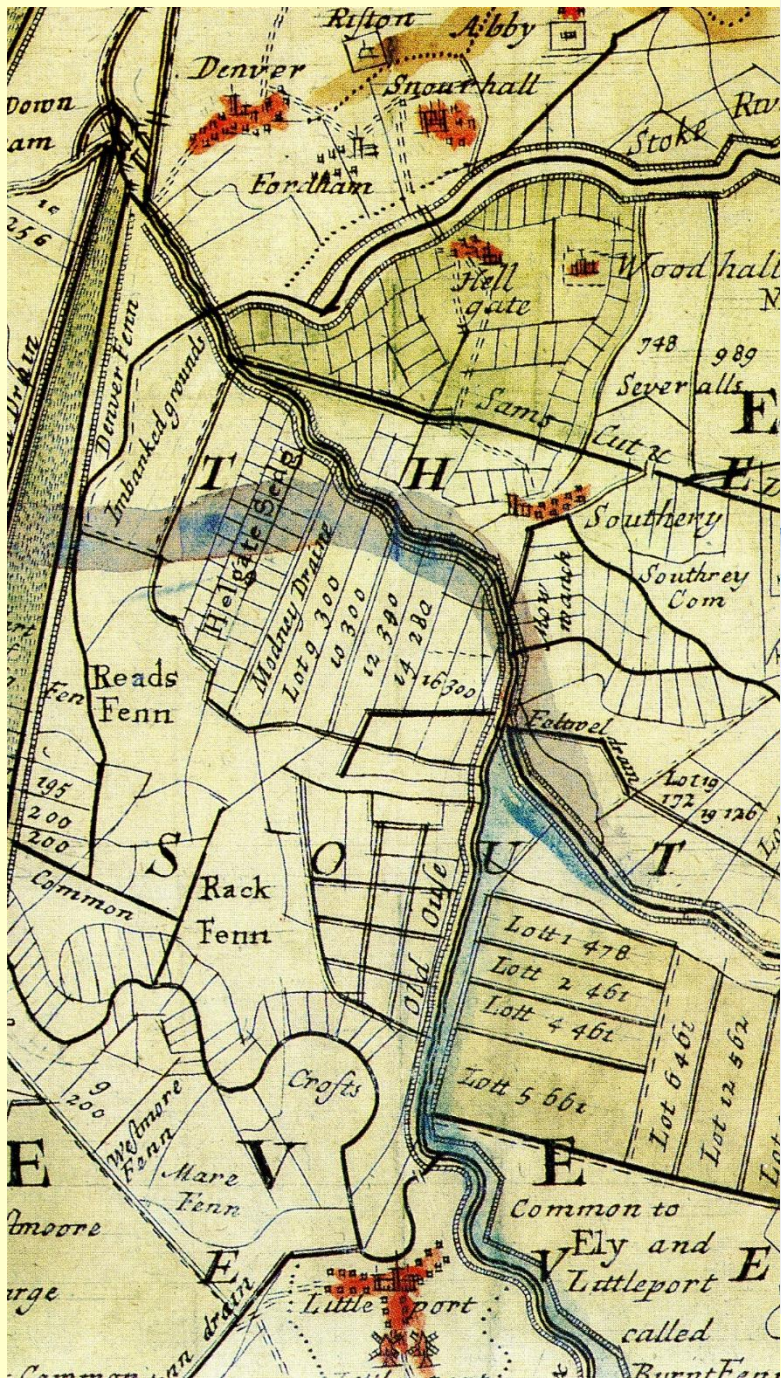
*These are the pictures of a Presentation by Mike Petty.*

*If you would like a copy of the words that go with them contact me*

*I give more than 50 similar presentations on aspects of Cambridgeshire*

[mikepetty13a@gmail.com](mailto:mikepetty13a@gmail.com)







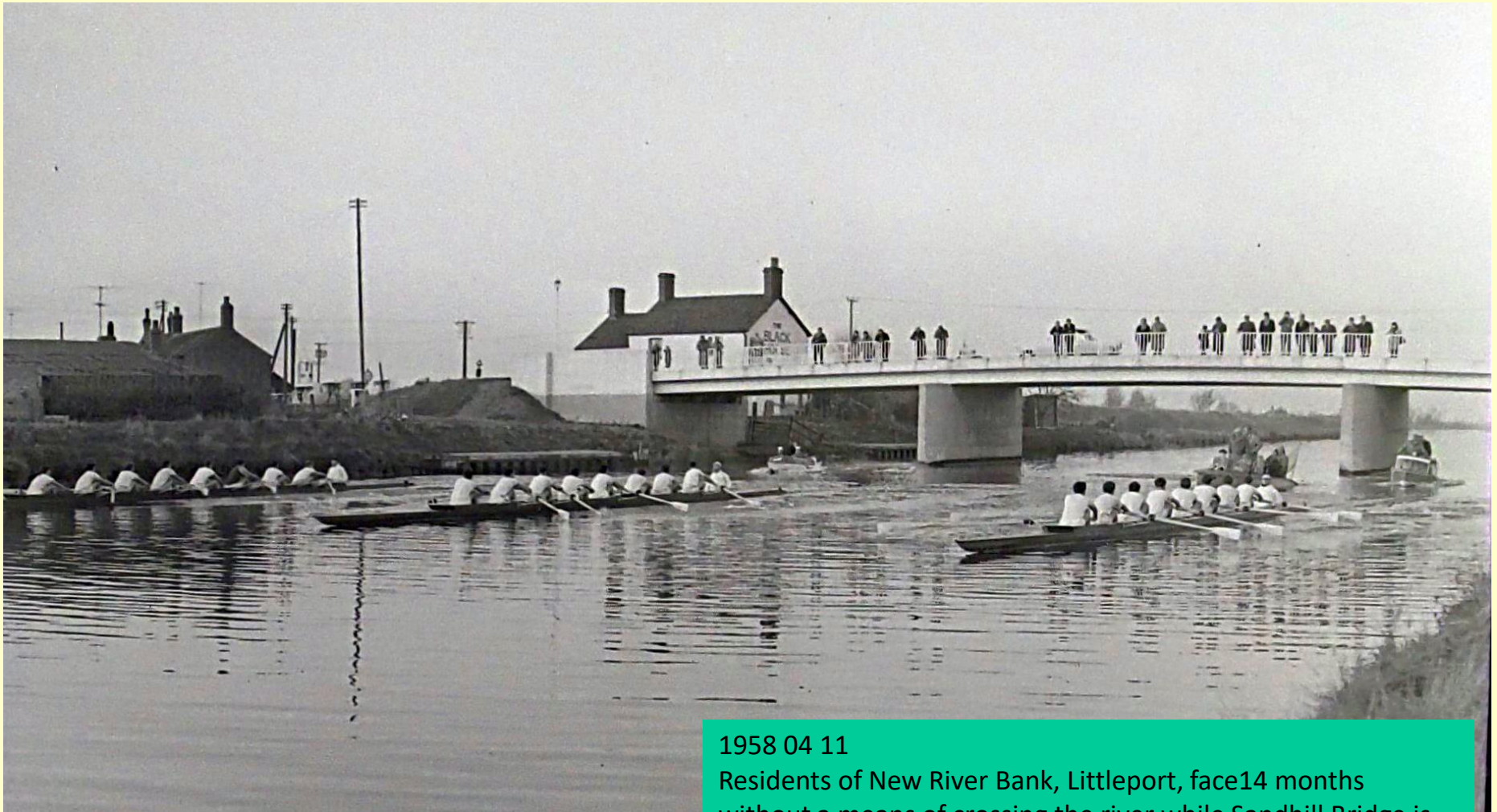
1901 01 09

Mr Luddington said that people might think Littleport was a plague-infested place – (Mr Cutlack: So it is). There was nothing to prevent typhoid germs floating down the river from Ely, while the fen engines were constantly pouring in water that was impure. There was the flood time and the time when the reeds were cut and allowed to lie in the water and stink. Let them look up the river that day and ask themselves if the water was fit to drink.

Sandys Cut  
allowed vessels  
of 120 tons  
laden with coal  
and other goods,  
returning with  
corn







Rowing Eights at Littleport 1963

1958 04 11

Residents of New River Bank, Littleport, face 14 months without a means of crossing the river while Sandhill Bridge is replaced. They will not be able to get to their allotments and asked the Great Ouse River Board for a temporary footbridge. But this would be extremely expensive. The alternative would be to have a man and boat on duty. This would not be cheap, costing £750 a year, however one could be provided at pre-determined times each day

58 04 11a



The Black Horse was first licensed in 1825 and became a stopping point for watermen; now renamed the White Swan



1939 02 08

Flood waters from the Ouse at Littleport have caused residents of a number of houses in the Station Road area to either evacuate their homes or live upstairs. It is not the first time this has happened and despite protests nothing has been done. Now ratepayers are demanding action. The council are proposing to build a concrete wall, three feet high. But residents from the Holmes believe this would tend to flood their properties even more. Sewage matter from the homes was emptied on the gardens and it would be easy for bacteria to get into the flood waters 39



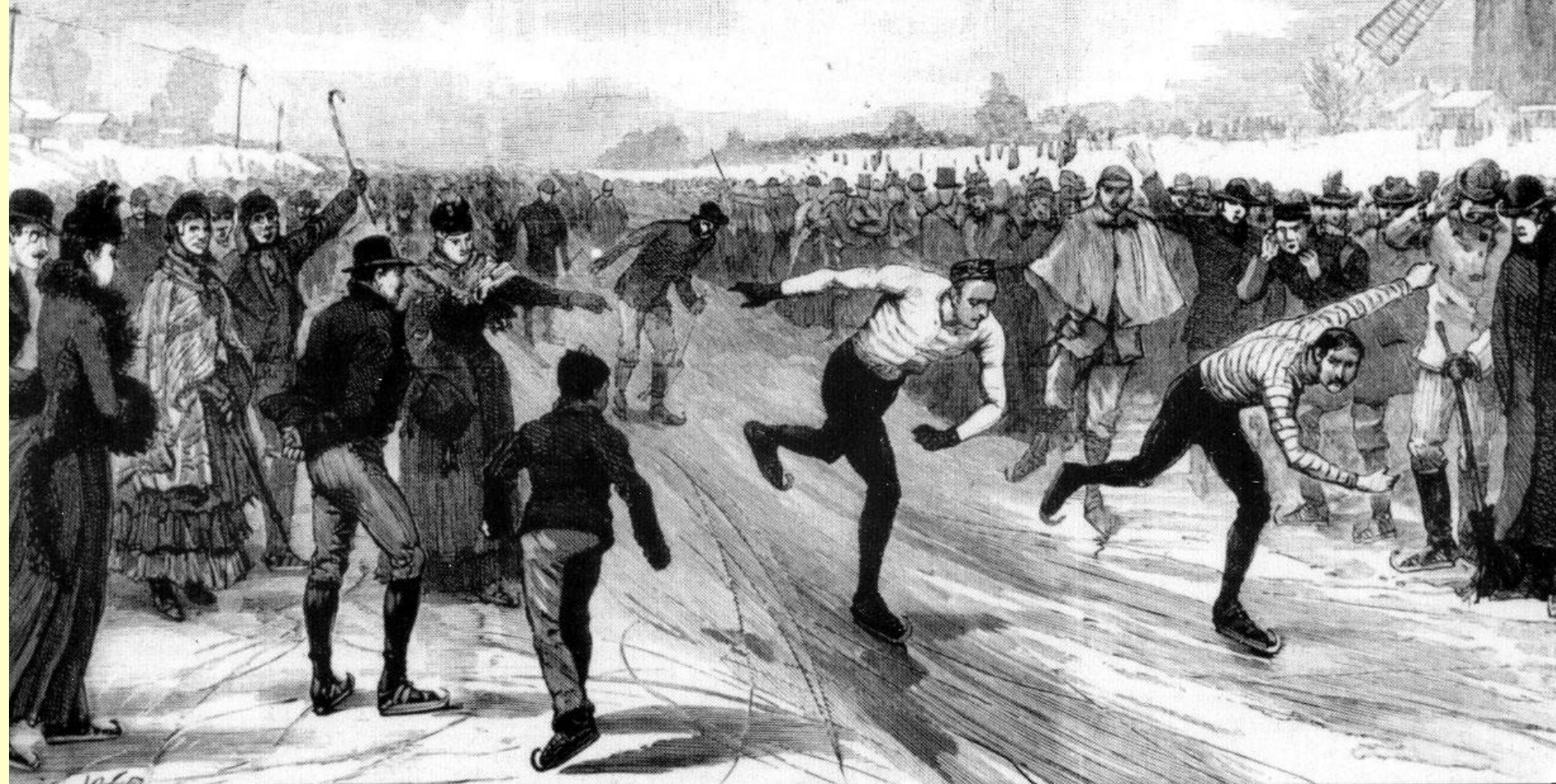
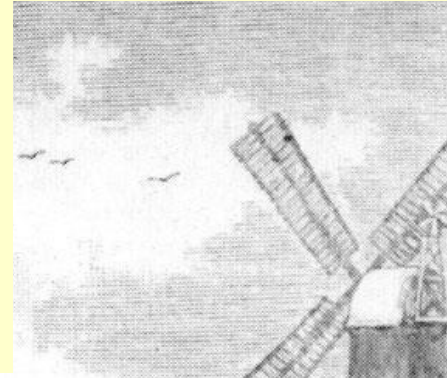
02 08a

RAILWAY STATION, LITTLEPORT.



1912 02 09

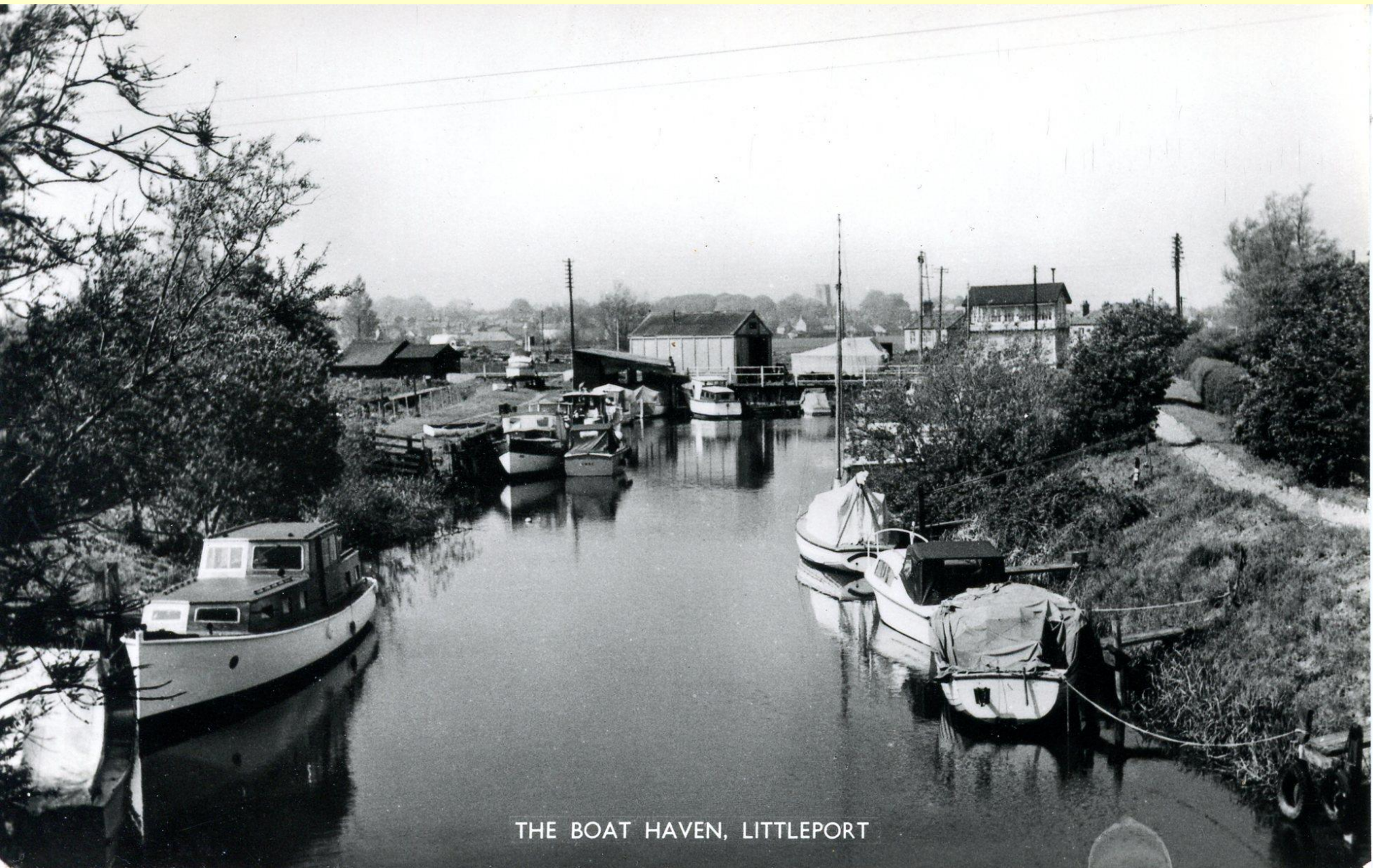
The weather was brilliant and the ice splendid for the race for Littleport Skating Club's 50-guinea challenge cup. There was a strong wind blowing down the course, the winner of the toss having the advantage of the shelter of the spectators after the last turn, this accounting for one or two wins. This wind made the necessity of three races a trying ordeal. After a dispute over the toss in the final round C.Brett lead all the way but Greenhall, by crossing over and finishing up on the wrong side of the course was placed fourth. 12 02 09c & d





1929 10 31

The 17 miles of river between Ely and Denver Sluice is in an appalling condition: it literally stinks and is covered with dead fish throughout its length. What was a beautiful river now resembles a sewer. When a barge passes it stirs up the water and the stench is horrible. It is a serious menace to public health for it is the only water supply for the cottages and farms above Littleport Bridge.

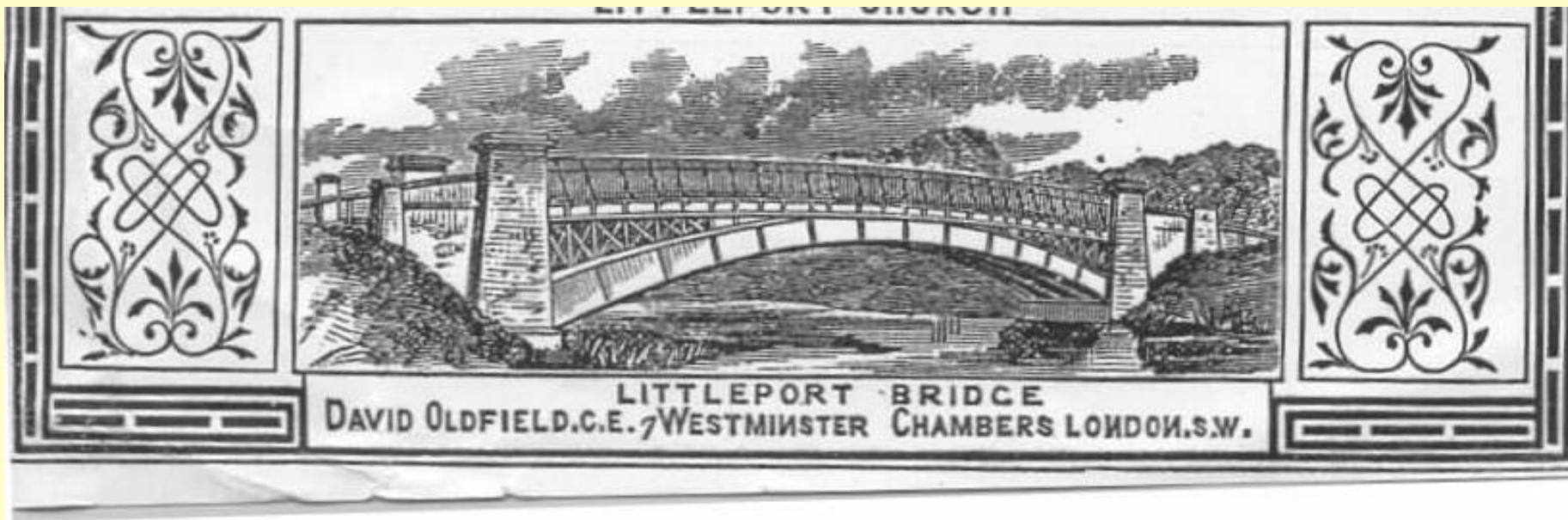


THE BOAT HAVEN, LITTLEPORT





DOCK AND RIVER, LITTLEPORT.



Replaced 1966



## Cambridge - Ely Road Act 1770

And whereas the Right Honourable *Philip* Earl of *Hardwicke* is seised of and in a certain Bridge called *Little Port Ferry Bridge*, and to certain Tolls for the passing of Cattle over the said Bridge, which Tolls are now let for the yearly Rent or Sum of Eight Pounds:

before any Cattle or Carriage shall be permitted to pass through the same; that is to say, at the Toll-gate between *Ely* and *Littleport*, For every Horse, Mare, Gelding, Mule, Ass, or other Beast drawing any Carriage, and for every Wheel of such Carriage, the Sum of One Penny Halfpenny; for every Horse, Mare, Gelding, Mule, or Ass not drawing, the Sum of One Penny Halfpenny; for every Drove of Oxen, Cows, or other neat Cattle, the Sum of One Shilling and Three Pence *per* Score, and so in Proportion for any less Number; and for every Drove of Calves, Hogs, Sheep, or Lambs, the Sum of Five Pence *per* Score, and so in Proportion for any less Number; and at each of the said other Toll-gates at or near *Scotting's Ferry* and on or near *Fordbam Causeway*, For every Horse, Mare, Gelding, Mule, Ass, or other Beast drawing any Carriage, and for every Wheel of such Carriage, Two Pence; for every Horse, Mare, Gelding, Mule, or Ass not drawing, the Sum of Two Pence; for every Drove of Oxen, Cows, or other neat Cattle, the Sum of One Shilling and Three Pence *per* Score, and so in Proportion for any less Number; and for every Drove of Calves, Hogs, Sheep, or Lambs, the Sum of Five Pence *per* Score, and so in Proportion for any less Number: Which said respective Sum or Sums of Money shall be demanded and taken in the Name of or as a Toll, and shall

## Cambridge -Ely Road Act 1770

And be it further Enacted, That no Horse, Mare, or Gelding employed in haling of Boats or Gangs of Boats along any of the Navigations adjoining to the Roads hereby intended to be repaired, shall pay any Toll which shall be collected by virtue of this Act, or any old Toll hired or purchased by the Trustees acting under this Act, between the Town of *Littleport* and *Southery Ferry*; and that in Consideration of such Exemption no Horse, Mare, or Gelding so employed, shall hale on any Part of the Roads hereby intended to be made on the East Side of the said Navigation between *Littleport* and *Southery Ferry* aforesaid.



# Historical Account of the Navigable Rivers, Canals, and Railways of Great ...

By Joseph Priestley

The following are directed to be paid by all vessels and rafts navigated on the Ouse between **Littleport Bridge** and Upware Sluice, or on the Larke between **Littleport Bridge** and Prick Willow, as

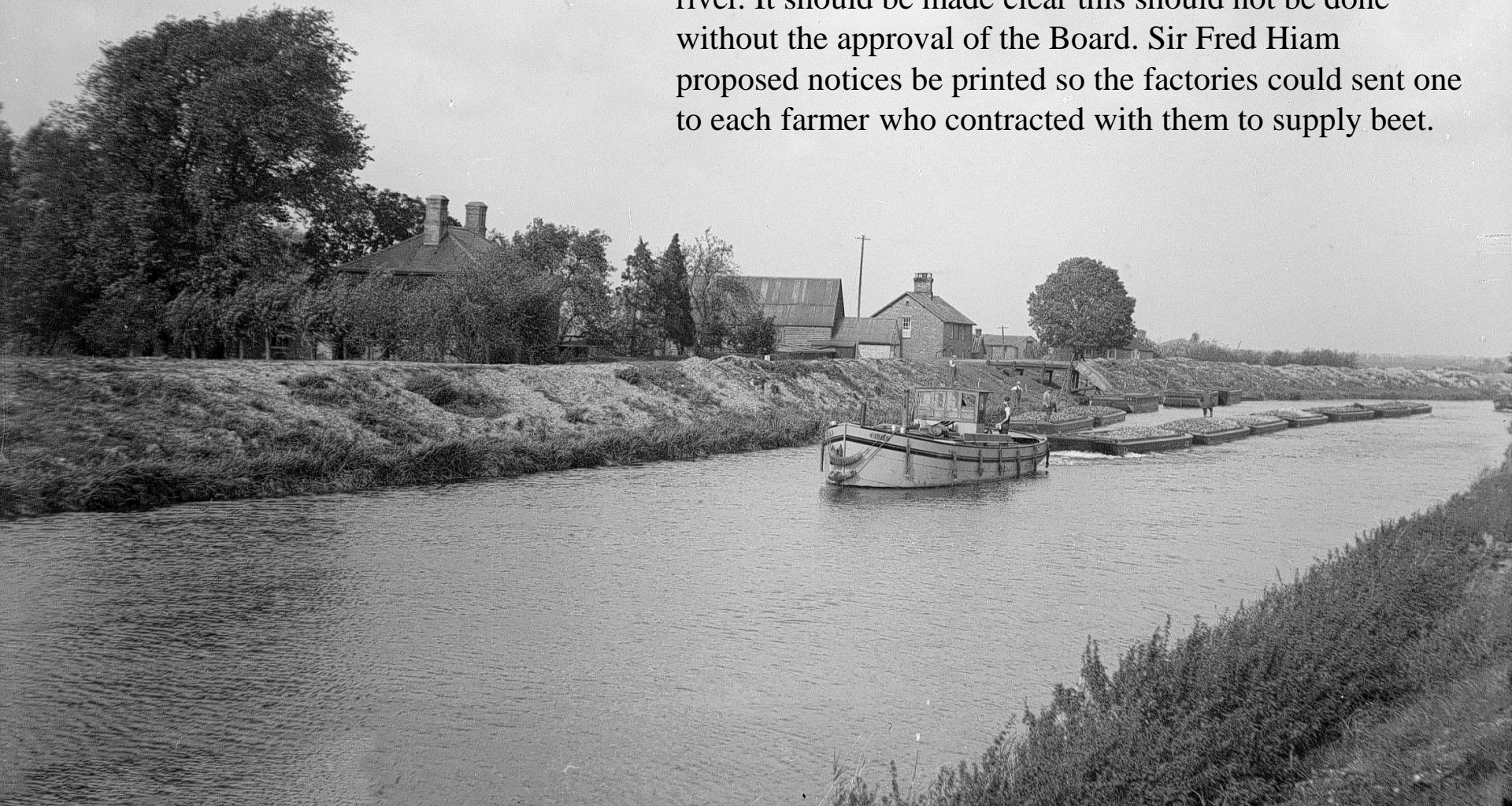
## TONNAGE RATES.

	<i>s. d.</i>
For Coals or Cinders.....	0 6 per Chaldron.
For Deal Boards or Battens.....	3 0 per Hundred.
For Poles .....	1 6 ditto.
For Timber .....	0 8 per Load or Ton.
For Wheat, Beans, Peas or Rye.....	1 0 per Last.
For Oats, Barley or Malt.....	1 0 ditto.
For Bricks and Tiles.....	0 4 per Thousand.
For Sedge .....	0 1 per Hundred.
For Stones or Pebbles .....	0 8 per Ton.
For Turves.....	0 1 per Thousand.
For Hay.....	0 4 per Load or 20 Cwt.
For Seeds .....	1 6 per Last.
For Clay or Sand .....	0 4 per Ton.
For Salt Fish .....	0 8 per Cwt.
For Iron or Lead.....	1 6 per Ton.
For Salt .....	0 8 ditto.
For Wine or Cider .....	3 0 per Tun.
For Oil, Vinegar, Pitch, Tar or Soap .....	0 8 per Ton.
For Butter or Cheese.....	0 8 ditto.
For Faggots or Billets .....	0 1 per Hundred.
For Hops .....	0 4 per Pocket.
For Pales, Barrel or Hogshead Staves.....	0 1 per Hundred.
For Passage Boats .....	0 1 each Passenger.
For all other Goods, Wares or Merchandize whatsoever, } not herein-before mentioned.....	} 0 8 per Ton.
For every Barge, Lighter, Vessel or Boat, either empty or } carrying less than a Ton, and whether haled or not.. }	} 0 2 each.

Commissioners may borrow money on mortgage of the rates. From the end of the cut to **Littleport**, this river is joined by the Little Ouse at **Brandon Bridge**, and at Creek Ferry by the Wissey or Stoke River, and proceeding to Denver Sluice where the New Bedford River connects with it. Leaving Downham Market to the east it passes on to Wiggen Hall, where that immense cut lately finished by Sir Edward Banks, called the Eau Brink Cut,

1927 01 01

The Great Ouse River Board heard that a number of stages had been erected on the banks of the Ten Mile River and the Wissey for loading sugar beet. The banks in many cases had been cut. Furthermore in loading the beet on to barges a quantity of earth was allowed to fall into the river. It should be made clear this should not be done without the approval of the Board. Sir Fred Hiam proposed notices be printed so the factories could send one to each farmer who contracted with them to supply beet.



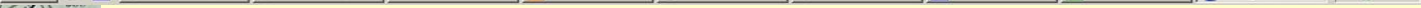
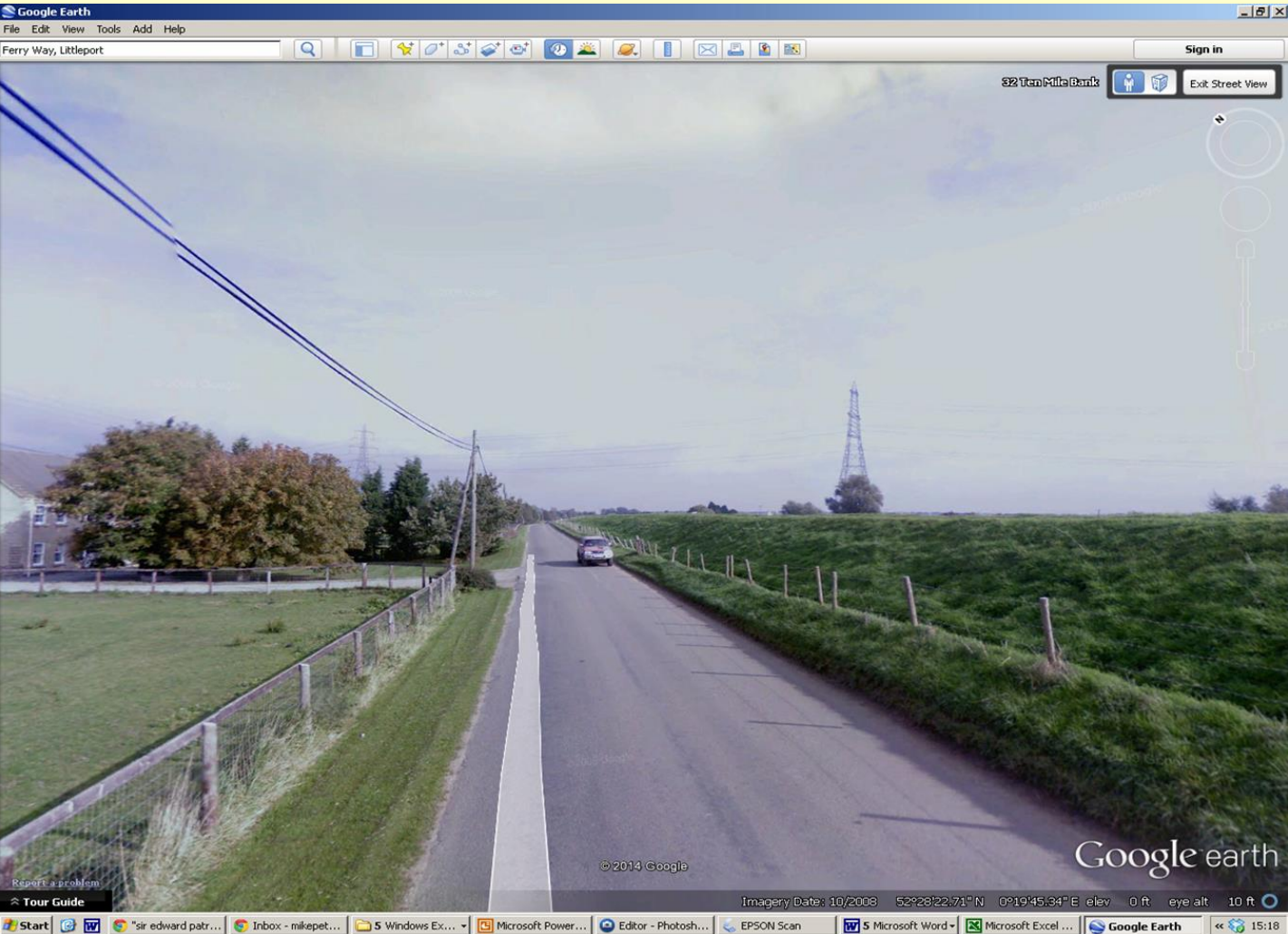
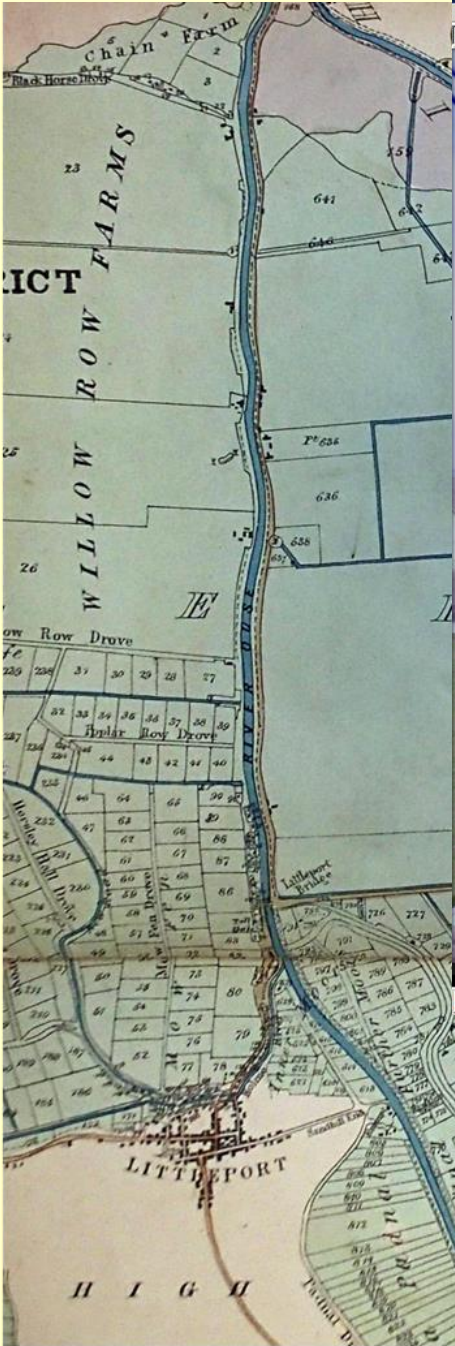
5/12/2007



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Go





ROADS?  
RMER NYE  
Thursday Evening.

the Meteorological  
y are holding a priv-  
on their centenary,  
the director, Sir  
utton, will preside.  
the year—from June  
th—a national cele-  
l be held with a big  
attended by leading  
omen of public life.  
also be two special  
—one in Derby, the  
dinburgh. A centen-  
of the Met. Office  
nd a special edition  
S.O. booklet "Your  
ervice" will be pub-

biggest celebration in  
take the form of a  
ervice to the public.  
h a travelling foret-  
will open a fort-  
cial service to Lon-  
then move to pro-  
tires like Birming-  
pool, Glasgow and  
s for a fortnight's

as an off-shoot of  
of Trade and the  
ty in 1855, the orig-  
n of the Met. Office,  
st director, Admiral  
s to save life at sea  
gale warnings to  
Met. Office spokes-  
that as science  
w inventions—first  
h, then radio, then  
and finally the  
ansmit pictures and  
and line—so weather  
was able to develop.

IT?  
the Queen Mother  
to Halkirk, Caith-  
ril 30th, to open a  
ng station at Hoy,  
y for the first time  
uninhabited home,  
of Mey.  
always the Queen  
ntention to stay at  
for a few days this  
d though the con-  
ntry.

# Work to Be Commenced Next Year?

## PROBLEMS IN SECOND PART OF FLOOD SCHEME

**A SCHEME FOR SETTING BACK AND IMPROVING THE BANKS OF THE ELY OUSE AND TEN MILE RIVER WAS REFERRED TO AT THURSDAY'S MEETING OF THE GREAT OUSE RIVER BOARD HELD AT CAMBRIDGE.**

The Flood Protection Scheme Committee reported considering a letter sent by the Clerk to the Ministry of Agriculture, suggesting that this work should commence not later than 1956 with a view to its completion being in the autumn of 1958; this would coincide with the estimated date of the completion of the Relief Channel. On this basis the contract for the second part of the scheme should be let next Autumn or in the Spring of 1956.

Assuming the Ministry approved commencement of the work next Autumn or in the Spring, it had now become necessary to press on with the acquisition of the land required. The Ministry had already authorised the acquisition of all land required for the whole scheme by the Autumn of 1956 and the purchase for the second part was proceeding satisfactorily. It was now proposed to give priority to the purchase of the land required for the second part and to instruct the District Valuer to proceed with it as quickly as possible.

### HOUSING DISPLACED PERSONS.

The most difficult problem was the demolition of houses and farm buildings, there being considerably more of these involved in the second part of the scheme than there were in the first part. Houses accommodating 53 persons were scheduled for demolition in the parish of Littleport and it appeared that the Board were under a statutory obligation to provide a housing scheme if so required, by the Ministry of Housing and Local Government, in accordance with provisions of the Housing Acts.

If the work of the contractors for the second part of the scheme was not to be held up it was imperative that

steps should now be taken to provide new housing for the 53 displaced persons in the immediate future, as if the housing scheme were necessary it would take a considerable time to complete.

The Ministry of Agriculture having been asked for their observations on the position now agreed that an approach should be made to the Ministry of Housing in order to ascertain whether or not a housing scheme would be required.

### FARM BUILDINGS DEMOLITION.

The question of the demolition of farm buildings also required consideration, for if farm buildings were going to be demolished early in 1956, it was essential that farmers should be given notice so that they had time to make alternative arrangements, and the Ministry had agreed that notices should now be sent by the Board to the owners and occupiers concerned.

If a housing scheme was required, it should be dealt with as a matter of considerable urgency as it would be necessary to find and purchase a site for the new houses as well as instruct an architect and let the contract for their construction.

The Board approved resolutions by the Committee authorising the Clerk to approach the Ely Rural District Council, and initiate discussions with them as to re-housing, and to inform owners and occupiers of land that the work would be commenced early in 1956, that the scheduled buildings would then be demolished, and that the Board was now proceeding with the purchase of land and buildings as quickly as possible.

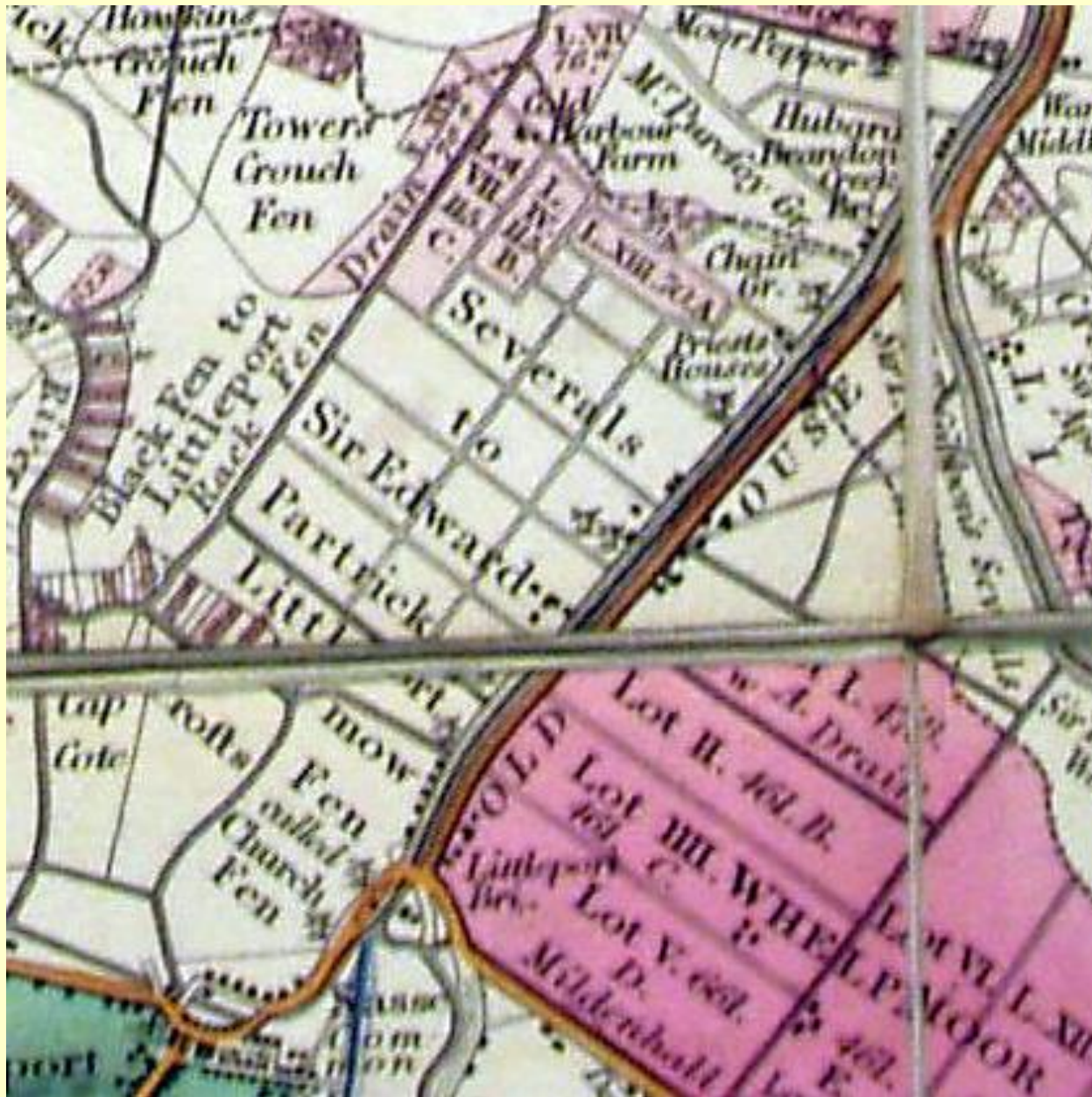
WARNING TO HELMET

1. Select a category: Great Britain

2. Select a map series: OS Six Inch, 1888-1913

[Zoom to extent](#)









### New Centre Opens at Black Horse Dr...

www.edp24.co.uk - 630 x 446 - Search by image  
Black Horse Drove Community Centre, Littleport. grand opening, saturday 15 October 2011. Councillor Fred BROWN (image 2371) opened proceedings by cutting the ribbon. Speeches included Mike CARTER (Image 2374) from Fens Adventurers who helped fund

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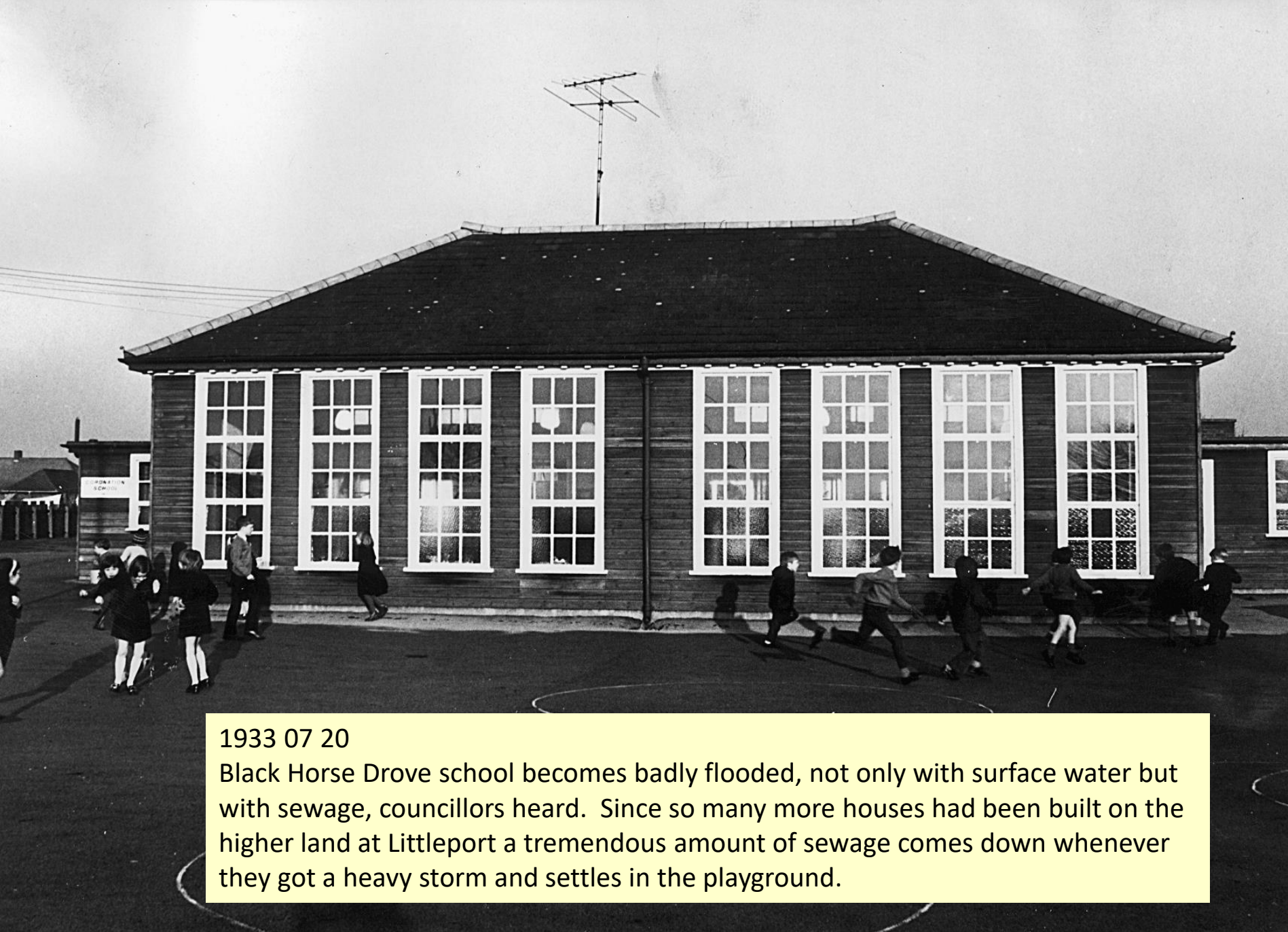
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they were inside the choir stalls.<sup>16</sup> As late as 1897, a horse's head was buried in the foundations of a new Primitive Methodist chapel at Black Horse Drove, near Littleport in the Cambridgeshire Fens. A libation of beer was poured over it before bricks and mortar were shovelled on top. A workman described it as an old heathen custom to drive evil and witchcraft away'.<sup>17</sup> At Hahnenkan near Eichstadt, a horse was offered to



1933 07 20

Black Horse Drove school becomes badly flooded, not only with surface water but with sewage, councillors heard. Since so many more houses had been built on the higher land at Littleport a tremendous amount of sewage comes down whenever they got a heavy storm and settles in the playground.



Timeline window showing a slider from 1999 to 2007, with the current date set to 12/31/2007.



Image © 2014 Getmapping plc

Google earth







EASTMAN





# NO HOPE OF SEALING RIVER BREACH

## Evacuations After Wissey Bursts Its Banks

## EFFORTS TO BUILD UP VITAL ROADS

The River Wissey burst its banks yesterday between Hilgay Bridge and the River Ouse, close to its junction with the latter. No hope is entertained of sealing the breach. At Southery 450 German prisoners-of-war were working last night to build up the main King's Lynn to Ely road against the approaching flood waters from the breach.

In an effort to prevent the flood waters from spreading west of the main Lynn-Ely road...

### Loss of Crops

One smallholder, occupying 28 acres, said he lost £500 worth of potatoes, chicory and growing crops. Another man, farming 112 acres, said his loss would by no means be covered by £1000.

The culvert under Modney Bridge has been dammed by British troops and workmen to prevent the flood waters from running down the disused Sam's Cut to Feltwell, but Sam's Cut was full of flood waters as far as the dammed culvert last night and the water was seeping through the bank across the road from Modney Bridge to Ten Mile Bank. Workers said it was only a matter of hours before the flood burst across into the Little West Fen. On the opposite side of the road from the Little West Fen lies the 7000-acre Southery Fen.

### At Southery Fen

A staff reporter writes: All day farmers from Southery Fen have been evacuating farm implements because many of them doubt whether it will be possible to hold the floods on the Wissey side of the Lynn to Ely road. This road is ten feet above the land on either side, but even so it is three feet below the level of the Ouse, whose banks it meets at the Ferry Inn.









July 2015





1912 11 22

Pumps of the new engine installed at Ten Mile Bank by Littleport and Downham Commissioners were started for the first time. It was 1819 when they erected their first engine here, it was of 30 hp driving a water wheel. This was replaced by an 80 hp engine in 1840 with new boilers in 1878 and bigger scoop wheels two years later. The drainage of the future would be more difficult owing to the land settling in some places and several drains would have to be diverted to avoid the hills. 1

## OVER 200 YEARS OF VILLAGE HISTORY

### WELCOME

Ten Mile Bank is a small village that lies within the parish of Hilgay with a current population of about 200 inhabitants. It is situated on the west bank of the River Great Ouse between Littleport and Denver. Little is known about the origins of the village but it probably became established after the fens were drained in the mid 1600s. This site takes a look back at over 200 years of history in the village.



### The Places

Discover the buildings and locations around the village, many of which are now much changed or lost altogether. From community buildings such as the village hall, the school, public houses, and the various chapels to private dwellings and specialist buildings such as the pumping engine house.

[Learn More](#)

### The People

Discover the people that lived here from the early 1800s through to present day. Take a look at how they made a living in more difficult times. With a range of occupations such as farmers, blacksmiths, wheelrights, shopkeepers engine drivers, agricultural labourers, railway men, and teachers. You can trace family lines back over 200 years.

[Learn More](#)

# TEN MILE BANK



2 The Bridge, Ten Mile Bank

For many years before the construction of the original Iron bridge the only way of crossing the river Ouse at this point was by means of a "floating bridge" or ferry. This means of carrying vehicles, animals and people across was precarious at best. The danger was greater when the river was swollen, which happened often.

By 1880 the ferry was desperately showing signs of being at the end of its life. It was deemed absolutely necessary to replace it with another similar device or to build a bridge.

In those days there was great demand for anything that would speed up the transport of goods or passengers in any way. So replacing the ferry could not seriously be considered. And anyway doing so would almost certainly deprive the area of a bridge for many years to come.

A number of gentlemen then formed a committee which liability company known as public to buy shares to raise asked for was £2200 in £10

The public response was not as generous as expected and £600 of shares were still not taken up. Despite the shortfall, Major Stock was determined to press ahead, and the company was soon to enter into a contract with T. Shaw and co. of Cannon Street, London.

The total time to construct the bridge was less than three months, and it was officially opened on Wednesday 17th November 1880. This was not too soon because the old floating device had sunk to the bottom of the river bed just one week before. Almost as if in anticipation of its impending replacement.

Described as a lattice girder bridge of three spans, it was supported by cast iron cylinders of three feet in diameter. These were sunk into the river bed by 10 feet 6 inches. The cylinders were filled with portland cement and concrete and were fixed to the river bed by means of a screw. The centre span was a lattice girder of 90 feet. Two more girders one of 30 feet and the other of 40 feet made up the spans on either side. The reason for the different lengths of the side spans was partially because of the bend in the river at this point, and also to allow barges extra depth on one side while passing underneath. The distance between the abutments which were made of white bricks was 160 feet.

The work was supervised by J Bloomfield on behalf of Shaw and Co, and no accidents occurred during its construction.

## 1880 - Opening Ceremony

1929 - Toll Removed

Winding up of the Hilgay Bridge Company

On the 29th July 1929, an extraordinary meeting was held by the members of the Hilgay bridge company, where it was announced that the company would be wound up voluntarily. William John Hyner was appointed as liquidator.

Directors of the Hilgay bridge company were:

- Major Stocks (chairman)
- Canon Beechey (vice chairman)
- William Henry Rose
- J. Goodchild
- W. Smith
- J. Leflay

Weight Limit Restriction

In 1934 a weight limit of 5 tons was imposed upon the bridge. This was subsequently removed by the War Transport minister in December of 1942.

The original construction in 1880 did not include any support in the center of the bridge. It is unclear if the weight limit was lifted due to the central support being added to strengthen the bridge, or if it was an emergency measure during war time.

The Companies Acts, 1908 to 1917.

**HILGAY BRIDGE COMPANY Limited.**

At an Extraordinary General Meeting of the Company, on the 29th day of June, 1929, the subjoined Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place on the 19th day of July, 1929, the following Special Resolution was duly confirmed:—

"That the Company be wound up voluntarily; and that William John Hyner, of Downham Market, Norfolk, Solicitor, be appointed Liquidator for the purpose of such winding-up."

Dated the 31st day of July, 1929.

(013) E. A. BEECHEY, Chairman.

*The London Gazette 6 August 1929*

HILGAY IRON BRIDGE.

NOTICE is hereby given that on the 22nd day of December, 1942, the Minister of War Transport made an Order under Section 46 (3) of the Road Traffic Act, 1930, revoking the provisions of the County of Norfolk Roads (Restriction) Order, 1934 (as amended by subsequent Orders), in so far as it prohibits the driving of vehicles of a laden weight greater than 5 tons on Hilgay Iron Bridge over the River Ouse at Hilgay, carrying the Ten-mile Bank to Hilgay Road.

Copies of the original Order (S.R. & O. 1934, No. 52), and the subsequent Amendment Orders may be obtained from H.M. Stationery Office, York House, Kingsway, W.C.2, or through any bookseller.















*Rough Water, Denver Sluice, near Downham*



"ELY RIVER TRIP SOCIETY."

DENVER SLUICE  
AUG. 11, 1908.





The Ouse  
Continues ...

But that's  
another story ...

Fenland History on Facebook

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Announcements See All (3)

Mike Petty shared a link.  
Adeline · March 8 at 10:21 AM

Fenland history of Facebook's 2,000th Friend

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Created by Mike Petty it's a place where people can share and seek information about the Cambridgeshire fens, past and present. It also covers Cambridge and the rest of Cambridgeshire - not just the fascinating flat black bit... See More

ARCHIVE 2018  
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WRITE MEMBERSHIP

2,052 Members

You have 20 new members this week. Write a post to welcome them

RECOMMENDED MEMBERS

Friends

Constance Daniels Write Member

Wol Country Write Member

Stephen Gilbert Write Member

See More

DESCRIPTION Edit

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LOCATION See All

City, Cambridgeshire, United Kingdom

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## Fenland History on Facebook

Seek and share history of CAMBRIDGE and its COUNTY – not just the flat, black bit